



300 E. Joppa Road, Suite 1105  
Baltimore, Maryland 21286-3016  
410-821-2828 / TOLL FREE: 1-877-687-9004  
FAX: 410-321-3116  
INFO@GOCCP.STATE.MD.US  
WWW.GOCCP.MARYLAND.GOV

Lawrence J. Hogan, Jr.  
*Governor*

Boyd K. Rutherford  
*Lt. Governor*

Christopher B. Shank  
*Executive Director*

September 1, 2015

The Honorable Larry Hogan  
Governor of Maryland  
100 State Circle  
Annapolis MD 21401

The Honorable Thomas V. Mike Miller, Jr.  
President of the Senate  
State House, H-107  
Annapolis MD 21401

The Honorable Michael Erin Busch  
Speaker of the House of Delegates  
State House, H-101  
Annapolis MD 21401

Dear Governor Hogan, President Miller and Speaker Busch:

Provided for your review is a copy of the Fiscal Year 2015 Annual Report for the School Bus Safety Enforcement Fund as set forth in Public Safety Article, Section 4-204. I believe you will find the report to be precise, all inclusive and informative.

The Governor's Office of Crime Control & Prevention (GOCCP) has continued to award funds to local law enforcement agencies and Maryland State Police barracks to participate in this program. Currently, GOCCP is exploring options to use this funding to expand and more effectively protect school children both on campus and in transit to and from school. Should you have any questions relating to the information provided in this report, please feel free to contact my office at (410) 821-2828.

Sincerely,

Christopher Shank  
Executive Director

Enclosure

cc: The Honorable Thomas V. "Mike" Miller  
The Honorable Michael Busch  
Karl Aro, Department of Legislative Services  
Sarah Albert, Department of Legislative Services



**School Bus Safety Enforcement Fund  
Annual Report  
August 1, 2014 – June 30, 2015**



***Larry Hogan  
Governor***

***Boyd K. Rutherford  
Lt. Governor***

***Christopher B. Shank  
Executive Director***

***Governor's Office of Crime Control & Prevention***

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Submitted by: Governor's Office of Crime Control & Prevention

Contact: Tara Dhanraj

410-821-2828

[tara.dhanraj@maryland.gov](mailto:tara.dhanraj@maryland.gov)

***MSAR# 6922***

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# **Report of the School Bus Safety Enforcement Program**

## **Introduction**

During the 2000 Legislative Session, House Bill 104, Vehicle Laws – Drivers Failing to Stop for School Buses – Enforcement Initiative, was passed by the Maryland General Assembly. This bill established a five year program, which became effective on January 1, 2001, to provide grant funds to assist law enforcement agencies in addressing the problem of drivers illegally passing stopped school vehicles. During the 2002 Maryland General Assembly, Senate Bill 323, the Budget Reconciliation and Financing Act of 2002, made the School Bus Safety Enforcement Program permanent by deleting the sunset provision of the law which had created the program.

The legislation created a special non-lapsing fund, known as the School Bus Safety Enforcement Fund. During the 2008 Legislative Session, House Bill 705 transferred the administration of the School Bus Safety Enforcement Fund from the Department of the Maryland State Police (MSP) to the Governor's Office of Crime Control & Prevention (GOCCP), effective July 1, 2008.

This fund provides \$600,000 annually to the GOCCP, of which \$550,000 is awarded in the form of grants to qualified law enforcement agencies for enforcement programs. The GOCCP may use up to \$50,000 of the \$600,000 to offset the cost of administering this program. To ensure that grant funds are dispersed throughout the State, at the start of each fiscal year, no more than \$35,000 in grants may be awarded per county. However, if grant funds remain after initial awards are made, supplemental awards may be made.

## **National School Bus Statistics**

Each January since the 1970-1971 school year the Kansas Department of Education has conducted the Annual National School Bus Loading and Unloading Zone Survey on the number of fatal accidents in the “danger zone” around school buses. The danger zone includes the area 10 feet in front and 10 feet behind and both sides of the school bus. The survey data shows these areas are where most bus accidents and fatalities to school children occur. Children are either run over by their own school bus or struck by a motorist passing stopped school buses. Since the inception of this survey, the United States has experienced a total of 1,222 school bus related child fatalities in the loading and unloading areas.

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The National Association of State Directors of Pupil Transportation Services recently released the results of its fourth annual national stop-arm violation count. 97,000 school bus drivers from 29 states participated in the survey. According to the survey, 75,966 vehicles illegally passed stopped school buses in a single day in spring 2014. If this sample was extrapolated to a 180 day school year, there would be over 13 million violations per school year. The survey's results are strictly used to increase awareness.

## **Grant Funds Awarded**

In late winter/early spring of each year, a Notice of Funding Availability (NOFA) is placed on the GOCCP website to inform local law enforcement agencies that grant applications for the SBSE Program are being accepted. Local law enforcement agencies include county and municipal police departments, sheriff's departments (in the counties where a sheriff's department is the primary local law enforcement agency), and some barracks of the Department of State Police. The agencies which apply for grants are required to describe the specific problem associated with vehicles passing stopped school buses in their jurisdiction, and their proposed enforcement plan of operation. The program is administered on a State Fiscal Year cycle and applications are submitted to the GOCCP on or before May 31st each year.

After the applications are received, a three-tier grant review to include internal staff and external independent reviewers is conducted to select the grant recipients and determine each agency's grant award. Grant review participants include representatives from local law enforcement agencies, the Maryland State Pupil Transportation Board, and the Maryland State Department of Education. During the grant review, each agency's specific problem(s), goal(s) and plan(s) to conduct enforcement efforts are considered. The number of schools in the service area, school population, coordination with other agencies, requirement to meet with Pupil Transportation Board, past experience and the number of personnel assigned to each applicant law enforcement agency are factors that also are considered. After reviewing each application, grant reviewers make recommendations to the funding manager. The funding manager makes certain that the technical requirements of applications are met and that proposals adhere to state program funding requirements. The funding manager also reviews each application. An evaluation summary document consolidating the findings of all reviews is presented to the Executive Director. The Executive Director takes all information into consideration and makes final decisions regarding awards.

In FY 2016, there continued to be a strong interest in the SBSE Program, as indicated below:

- In FY 2013, 49 applications were received
- In FY 2014, 53 applications were received
- In FY 2015, 53 applications were received
- In FY 2016, 52 applications were received

As indicated above, there was a 5.77% increase in the number of requests from FY 2013 to FY 2016.

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**Exhibit A "Grant Recipients"** lists the agencies which received funding, by county, during FY 2015. A total of \$540,222 in funds was awarded among 53 state and local law enforcement agencies using 2015 SBSE funds. This allowed for the remaining \$9778 to be dispersed when additional funding was needed throughout the fiscal year.

Funds were allocated to law enforcement agencies in 22 Maryland counties. All applicants received funding. During the Fiscal Year, some agencies de-obligated their funds due to manpower constraints which had prevented them from fully participating in the program. The de-obligated funds were then redistributed to agencies which demonstrated a need for additional

funds. Exhibit A includes all initial amounts awarded to each jurisdiction before any funds were redistributed.

Funding was provided to law enforcement agencies for officers to enforce, on an overtime basis, existing State laws regarding failure to stop for a stopped school bus. The format for enforcement was determined by each agency. Some methods of enforcement included: officers following school vehicles, in either marked or unmarked patrol cars, to stop violators; officers riding on school vehicles, then communicating with patrol vehicles by radio when infractions were observed; and officers stationed on school campuses during pick up and drop off which, in addition to stopping violators, provided enhanced safety on campus.

Funding was also provided for media resources to promote both enforcement and education efforts of Maryland residents regarding school bus driving laws. Funding included billboards, radio and movie advertisements and Public Services Announcements. These media resources educated and informed Maryland residents and assured them that aggressive steps were being taken by local law enforcement to increase and ensure the safety of Maryland's students.

### **Effect of the Program**

The goal of the School Bus Safety Enforcement Program is to reduce serious injuries and fatalities caused by motorists who fail to stop and/or remain stopped for school buses. For calendar years 2010 through 2014, the Maryland State Police Central Records Division and the Maryland State Department of Education reported the following statistics regarding personal injury accidents and fatalities, which occurred as a result of the failure to stop and/or remain stopped for school buses:

Calendar Year	Number of Fatal Accidents <sup>1</sup>	Number of Personal Injury Accidents <sup>2</sup>	School Bus Miles Traveled <sup>3</sup>	School Vehicles <sup>4</sup>	Students <sup>5</sup>
2010	1	24	120,997,273	7,194	617,116
2011	1	13	123,363,711	7,146	614,350
2012	1	23	123,911,455	7,203	612,286
2013	0	109	122,425,657	7,169	614,753
2014	0	84	124,365,242	7,172	604,658

The School Bus Safety Enforcement Program has been effective in establishing partnerships between the law enforcement community and school safety advocacy groups. Additionally, the program has been successful in fostering a spirit of increased awareness and safety between the education community and the general public.

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<sup>1</sup> Source - Maryland Automated Accident Reporting Systems database – School Bus Law- Accidents by Contributing Circumstances.

<sup>2</sup> Source - Maryland State Department of Education – Pupil Transportation (Data is for Fiscal Year)

<sup>3</sup> Source - Maryland State Department of Education – Pupil Transportation (Data is for Fiscal Year)

<sup>4</sup> Source - Maryland State Department of Education – Pupil Transportation (Data is for Fiscal Year)

<sup>5</sup> Source - Maryland State Department of Education – Pupil Transportation (Data is for Fiscal Year)

Agencies receiving grants report to the GOCCP the number of citations issued during each quarter. They also report citations issued as a result of other motor vehicle law violations observed by officers. Exceeding the posted speed limit, failing to use seat belts, improper use of child safety seats, and aggressive driving are some of the violations commonly observed by officers while they were conducting enforcement under this program. These are documented on quarterly progress reports and performance measures received from SBSE grant recipients (**Exhibit B, "Enforcement Summary"**).

Although some agencies were able to issue more warnings or citations than others, this does not necessarily imply ineffectiveness on the part of some agencies as it is difficult to determine the effectiveness of this program based on data alone. The presence of a police vehicle and/or a police officer can cause motorists to decrease their speed, drive more cautiously, and obey all traffic laws, resulting in reduced/no violations and demonstrating the effectiveness of this program in deterring violations and aggressive driving around school vehicles through increased police presence. Additionally, in order to discern the effectiveness of program activities, the GOCCP's regional monitors utilize different tools to track activities throughout the Fiscal Year. Monitoring tools include reviewing quarterly programmatic and financial reports; regular communication with sub-recipients to ensure their compliance with general and special conditions of the grant; desk audits to address barriers and expenditures; and site visits to view the strategies set in place to enforce school bus safety laws.

### **Audits**

The Audit Department of the GOCCP randomly selects grants for audit. The purpose of the audits is to ensure that the work performed and reported activity under the School Bus Safety Enforcement Program is consistent with the program goals, and that documentation submitted supports reimbursement and is properly retained as stated in the general conditions of the grant. There were no SBSE grants audited by the Regional Field Auditor in FY2015.

### **Status of the School Bus Safety Enforcement Fund**

All of the funds used by law enforcement agencies were spent on overtime enforcement activities and public information campaigns. These funds were not used to supplant regular patrol activities.

Consistent with allowances in the statute, the GOCCP has designated an employee to administer this program. During FY 2015, a total of \$50,000 was spent for the salary and fringe for this position as well as the pro-rated salary and fringe of regional monitors when working on SBSE (reviewing quarterly programmatic reports, conducting site visits, monitoring the administrative and operational aspects of the program, ensuring compliance with state policies and regulations). During FY 2015 local law enforcement agencies expended \$592,394.46 in their sub awards in addition to administrative costs of \$50,000. As of June 30, 2015, the SBSE non-lapsing fund balance is \$264,649.80.

## **FY 2016**

The GOCCP awarded grants for FY 2016 to 52 Maryland law enforcement agencies in 22 Maryland counties totaling \$550,000. It is expected that public awareness of this program will continue during FY 2016, and that participating law enforcement agencies will be successful in enforcing Maryland's laws regarding failing to stop and/or remain stopped for school buses.



### **Exhibit A: Grant Recipients**

<u><b>Recipient</b></u>	<u><b>Initial Amount Awarded</b></u>
<b>Allegany County</b>	
SBSE-2015-1649 - Maryland State Police	\$9,000.00
SBSE-2015-1688 - Cumberland Police Department	\$10,000.00
<b>Anne Arundel County</b>	
SBSE-2015-1633 - Annapolis City Police Department	\$14,970.00
SBSE-2015-1730 - Anne Arundel County Police Department Headquarters	\$15,000.00
<b>Baltimore County</b>	
SBSE-2015-1721 - Baltimore County Police Department	\$35,000.00
<b>Calvert County</b>	
SBSE-2015-1655 - Calvert County Sheriff's Office	\$4,000.00
SBSE-2015-1663 - Maryland State Police	\$19,000.00
<b>Caroline County</b>	
SBSE-2015-1613 - Caroline County Sheriff's Office	\$3,000.00
<b>Carroll County</b>	
SBSE-2015-1204 - Taneytown Police Department	\$2,000.00
SBSE-2015-1206 - Hampstead Police Department	\$5,000.00
SBSE-2015-1241 - Carroll County Sheriff's Office	\$13,000.00
SBSE-2015-1610 - Maryland State Police	\$9,000.00
SBSE-2015-1628 - Westminster Police Department	\$6,000.00
<b>Cecil County</b>	
SBSE-2015-1511 - Maryland State Police	\$10,000.00
SBSE-2015-1654 - Cecil County Sheriff's Office Law Enforcement Facility	\$4,000.00
<b>Charles County</b>	
SBSE-2015-1714 - Maryland State Police	\$7,000.00
SBSE-2015-1831 - Charles County Sheriff's Office	\$12,000.00
<b>Dorchester County</b>	
SBSE-2015-1603 - Dorchester County Sheriff's Office	\$24,000.00
SBSE-2015-1607 - Cambridge Police Department	\$9,000.00
<b>Frederick County</b>	
SBSE-2015-1650 - Maryland State Police	\$9,000.00
SBSE-2015-1832 - Frederick City Police Department	\$15,000.00

### **Exhibit A: Grant Recipients**

<u><b>Recipient</b></u>	<u><b>Initial Amount Awarded</b></u>
<b>Garrett County</b>	
SBSE-2015-1616 - Maryland State Police	\$7,000.00
SBSE-2015-1658 - Garrett County Sheriff's Office	\$18,000.00
<b>Harford County</b>	
SBSE-2015-1605 - Maryland State Police	\$10,000.00
SBSE-2015-1625 - Harford County Sheriff's Office	\$20,000.00
<b>Howard County</b>	
SBSE-2015-1723 - Howard County Police Department	\$20,000.00
<b>Kent County</b>	
SBSE-2015-1739 - Kent County Sheriff's Office	\$15,000.00
<b>Prince George's County</b>	
SBSE-2015-0002 - Bladensburg Police Department	\$6,000.00
SBSE-2015-0005 - Cottage City Police Department	\$6,000.00
SBSE-2015-1559 - City of New Carrollton	\$4,000.00
SBSE-2015-1601 - University Park Police Department	\$4,000.00
SBSE-2015-1638 - Prince George's County Police Department	\$14,000.00
<b>Queen Anne's County</b>	
SBSE-2015-0003 - Queen Anne's County Sheriff's Office	\$6,000.00
SBSE-2015-1641 - Centreville Police Department	\$12,000.00
SBSE-2015-1708 - Maryland State Police	\$12,000.00
<b>Somerset County</b>	
SBSE-2015-0001 - Crisfield Police Department	\$6,000.00
SBSE-2015-1602 - Somerset County Sheriff's Office	\$12,000.00
SBSE-2015-1617 - Maryland State Police	\$7,000.00
SBSE-2015-1720 - Princess Anne Police Department	\$8,700.00
<b>St. Mary's County</b>	
SBSE-2015-1624 - St. Mary's County Sheriff's Office	\$17,000.00
SBSE-2015-1713 - Maryland State Police	\$14,000.00
<b>Talbot County</b>	
SBSE-2015-1549 - Maryland State Police	\$4,000.00
SBSE-2015-1734 - Talbot County Sheriff's Office	\$4,500.00
<b>Washington County</b>	

**Exhibit A: Grant Recipients**

<b><u>Recipient</u></b>	<b><u>Initial Amount Awarded</u></b>
SBSE-2015-0004 - Hancock Police Department	\$3,000.00
SBSE-2015-1604 - Washington County Sheriff's Office	\$9,000.00
SBSE-2015-1618 - Maryland State Police	\$14,000.00
<b>Wicomico County</b>	
SBSE-2015-1501 - Fruitland Police Department	\$1,200.00
SBSE-2015-1609 - Maryland State Police	\$15,000.00
SBSE-2015-1702 - Wicomico County Sheriff's Office	\$14,000.00
<b>Worcester County</b>	
SBSE-2015-1202 - Pocomoke City Police Department	\$1,200.00
SBSE-2015-1307 - Maryland State Police	\$1,000.00
SBSE-2015-1652 - Berlin Police Department	\$1,000.00
SBSE-2015-1736 - Ocean City Police Department	\$18,652.00
<b>Total</b>	<b>\$540,222.00</b>

### Exhibit B: Enforcement Summary

Applicant Agency	School Bus Citations	School Bus Warnings	Warning Letters	Complaints	Other Citations	Overtime Hours	Arrests	Speeding Citations	Stop Sign Citations	Seat Belt Citations	SERO	DUI Citations
Annapolis City Police Department	31	2	0	0	10	267	1	3	0	1	0	0
Anne Arundel County, Maryland	28	58	251	769	35	212	0	0	0	0	0	0
Baltimore County, Maryland	87	20	9	22	30	525	0	10	0	2	7	0
Berlin Police Department	0	0	0	8	0	24	0	0	0	0	0	0
Bladensburg Police Department	2	3	0	1	113	181	17	10	54	6	48	1
Calvert County Board of County Commissioners	4	7	32	66	22	139	2	29	4	10	6	0
Cambridge Police Department	1	2	0	12	117	434	3	1	57	12	14	0
Caroline County Sheriff's Office	1	1	0	2	0	82	0	0	0	0	0	0
Carroll County Sheriff's Office	23	4	0	3	179	330	19	31	1	4	11	0
Cecil County, Maryland	0	0	4	4	0	41	0	0	0	0	0	0
Charles County Board of County Commissioners	28	16	8	19	10	229	0	1	0	0	1	0
City of New Carrollton	1	2	0	1	91	80	2	41	5	19	19	0
City of Westminster	6	0	0	6	11	181	0	0	0	0	1	0
Crisfield Police Department	0	0	0	2	4	213	7	22	0	11	1	0
Cumberland Police Department	0	0	0	0	16	163	2	7	0	0	1	0
Dorchester County Council	10	0	0	61	966	955	806	304	14	75	103	235
Frederick City Police Department	17	0	42	63	111	333	8	5	86	24	33	0
Fruitland Police Department	0	0	0	5	10	24	0	3	1	0	2	0
Garrett County Sheriff's Office	12	4	0	20	14	400	5	23	1	10	14	0
Hancock Police Department	0	0	0	0	0	8	0	0	0	0	0	0
Harford County, Maryland	37	8	28	57	24	319	4	1	0	0	6	0
Howard County, Maryland	25	1	16	32	23	208	2	3	6	5	0	0
Kent County Board of County Commissioners	5	0	0	5	18	353	4	26	0	4	0	0
Maryland State Police - Allegany - Cumberland	0	2	2	8	19	184	1	40	0	8	6	0
Maryland State Police - Calvert - Prince Frederick	0	0	0	1	4	306	0	4	0	0	0	0
Maryland State Police - Carroll - Westminster	0	1	1	4	31	251	3	105	1	9	54	0
Maryland State Police - Cecil - North East	2	5	0	3	1	181	1	0	0	0	0	0
Maryland State Police - Charles - La Plata	8	27	0	1	19	128	0	3	0	1	2	0
Maryland State Police - Garrett - McHenry	2	0	0	3	1	208	0	2	0	0	0	0
Maryland State Police - Frederick - Frederick	1	7	0	7	0	248	0	0	0	0	3	0
Maryland State Police - Harford - Bel Air	0	2	0	15	20	211	0	13	2	3	22	0
Maryland State Police - Queen Anne's - Centreville	0	0	0	30	5	259	0	7	0	0	1	0
Maryland State Police - Somerset - Princess Anne	0	0	1	1	23	133	1	15	0	5	9	0
Maryland State Police - St. Mary's - Leonardtown	9	10	0	10	5	266	0	1	0	0	0	0
Maryland State Police - Talbot - Easton	1	0	23	90	33	120	2	31	0	6	33	0

### Exhibit B: Enforcement Summary

Applicant Agency	School Bus Citations	School Bus Warnings	Warning Letters	Complaints	Other Citations	Overtime Hours	Arrests	Speeding Citations	Stop Sign Citations	Seat Belt Citations	SERO	DUI Citations
Maryland State Police - Wicomico - Salisbury	36	28	0	0	46	269	1	16	1	7	26	0
Maryland State Police - Washington - Hagerstown	2	7	44	57	23	248	1	12	0	1	12	0
Maryland State Police - Worcester - Berlin	0	1	0	0	0	38	0	27	1	3	5	0
Ocean City Police Department	22	171	0	0	101	469	13	44	2	15	34	0
Pocomoke City Police Department	0	0	0	0	15	72	1	35	4	7	6	0
Prince George's County, Maryland	36	3	0	0	27	153	0	9	0	3	5	0
Princess Anne Police Department	1	0	0	8	43	183	2	7	9	27	2	0
Queen Anne's County Sheriff's Office	1	0	0	21	0	135	0	0	4	0	0	0
Somerset County Sheriff's Office	1	0	0	0	0	38	0	0	0	0	0	0
St. Mary's County Government	23	14	9	22	0	94	0	0	0	0	0	0
Talbot County Sheriff's Office	0	0	3	6	22	121	0	69	0	4	3	0
Taneytown Police Department	0	0	0	0	11	70	1	28	2	1	4	0
Town of Centreville	1	0	0	1	63	413	15	20	2	0	37	0
Town of Cottage City	0	2	0	0	43	95	0	0	6	5	42	0
Town of Hampstead	7	23	0	18	322	289	16	104	31	28	58	50
University Park Police Department	0	2	0	0	103	112	0	289	21	6	18	0
Washington County Board of Commissioners	50	8	0	70	14	128	0	7	0	0	0	0
Wicomico County, Maryland	2	2	0	6	83	311	7	25	1	8	8	0
<b>Total:</b>	<b>523</b>	<b>443</b>	<b>473</b>	<b>1540</b>	<b>2881</b>	<b>11434</b>	<b>947</b>	<b>1433</b>	<b>316</b>	<b>330</b>	<b>657</b>	<b>286</b>